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DD/S 70-2312

8 JUN 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Mr. Charles F. Scheffey, Fairbank Highway Research Station, Bureau of Public Roads

1. On 4 June 1970 Mr. Coffey and I called on Mr. Scheffey, Chief of Structures and Applied Mechanics Division, Office of Research and Development, BPR, to discuss the Agency's requirement for a use permit for an additional three-acre piece of BPR property in connection with the proposed garage construction. Mr. Scheffey agreed that BPR has no plans for the area concerned in its over-all master development program. He pointed out that it would be necessary for Mr. Helms to address a letter to the Secretary of Transportation as the formal action but that, when consulted, he would express the view that the Department of Transportation should concur. In looking at our sketch he noted that the Federal Highway Administration or BPR would desire that we handle the fencing so that it would not detract from the beauty of the entrance into the BPR area and that we place shrubbery so that the proposed garage/official car parking area would be screened from the BPR access road. We expressed appreciation for his continuing cooperation and assistance and agreed that we would ensure that we did not detract from the esthetics of their entrance. We also promised him a copy of any letter which is sent to the Secretary of Transportation.

2. We asked Mr. Scheffey the status of his expansion planning. He responded that FY-70 money had been approved for the A&E work for the entire complex which was to be the subject of a four-year building program. The program includes a number of structures and a road development network (as distinguished from a high speed test track) for practical and preliminary testing of laboratory ideas. The program also calls for a BPR population increase of approximately 600 employees. Mr. Scheffey said that the money is tied up due to a very concerted drive in behalf of the National Park Service, Department of the Interior, to recover the BPR land and, he understands, CIA land to be again made into park land. His understanding is that the National Park Service's play is to the White House and that the Director of the Budget, Mr. Mayo, has been talking to the Secretary of Transportation, whose office is his source of information. Mr. Scheffey said that his people

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are very upset and discouraged at the prospect of again moving and seeing their needed lab facilities delayed (again) by five to ten years. (He noted that a full development plan had been funded in 1942 but had been suspended and then washed out by World War II.)

3. In response to a question, Mr. Scheffey indicated that he did not know whether the National Capital Planning Commission was aware of the National Park Service drive but felt that it should be. He also indicated that he had not heard recently from or about DIA planning, but indicated immediately that the number of people DIA had in mind would clearly exceed the road network, etc., capabilities.

4. We agreed with Mr. Scheffey to keep in touch concerning the garage proposal and, particularly, the Park Service problem.

SIGNED R. L. Bannerman

R. L. Bannerman  
Deputy Director  
for Support

ADD/S:JWC/ms (4 June 70)

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